

# NORRO STEERN

JANUARY 2007





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With the holidays literally right around the corner (and over by the time most members get this in the mail!), I made the executive decision to shorten this issue in the interest of saving my sanity and getting it to the printer so I don't have to think about over my winter break. However, it always seems as if the NEXT issue is lurking right around the corner anyway.

Just a couple important notes to bring up. First of all, I need to correct a photo credit from the August 2006 issue. The wonderful close up shot on the cover of the side mirror of the GT Carrera was taken by the 16-year-old son of one of Nord Stern's newer members, Sig Finks. His son, Brian, has a keen interest in photography and frankly a very keen eye for the unusual and the special effects possible. I have had the opportunity to see some examples of his work and I am more than just a little intrigued. Sig has volunteered to bring some of their digitals as a slide show to our January Holiday Dinner. Don't miss this opportunity to see a budding talent!

We also have a new advertiser starting this month - member Scott Kuhne and his new venture. Welcome, Scott, and see column to the right for more information!

Additionally, I would like to start a new feature to our newsletter which would be a member focus. Several years back there was a member who enjoyed profiling members monthly but she has moved on to another venture and we lost monthly column. I personally don't have time but I do think it would be fun to initiate a 'Members In The News' where I could highlight activities/ventures/awards/whatever about various folks. You could just call me 'CJ!' But I promise to veer from the gossipy side of life to the 'did you know' side of life!

To start things off here is a quick recap of a couple noteworthy items about several Nord Sterners:

*Continued on page 25*

“I’ll be back” is the quote from the Terminator and the current Governor of California. Well, it is true in my case as I have just recently returned to Minnesota and the company of my fellow Nord Sterners.

After a two year hiatus in California mostly to take care of my ailing father (Now also in MN) and to produce a teen drivers education video called Road Skillz. Road Skillz was a joint project with Arie Luyendyk Sr. and his son Arie Jr. The video teaches young drivers how to avoid the mistakes that lead to the most common car accidents. You can find out more on that project at [www.roadskillz.com](http://www.roadskillz.com).

After moving my father back to Minnesota it became obvious if I was going to continue to care for him, I too, would need to return to Minnesota. As I am tasked with that due to his condition it was an easy decision to return to the great north.

When I made the decision to return I spoke with some ex-coworkers to see what was available in my chosen field of computers and software. A friend of mine knew of a company expanding their presence in Minnesota and looking for sales people to add to the roster.

When I interviewed with the company in Texas the owner had three guns in his office. All of them I later found out were fully loaded! He was also an exotic car fan and enthusiast. Well, to say the least, we hit it off and I was hired.

I accepted the position with Sigma Solutions, Inc. as a regional sales executive selling SUN Microsystems datacenter products. The owner being a car enthusiast was very supportive of my idea to advertise in the Nord Stern.

For me, it is a great opportunity to support the local club and let friends and fellow car nuts know “I’m back”

See you at a social event or the race track soon!

Scott Kuhne

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Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
Back cover	N/A	N/A	\$95

#### Ad sizes:

Full page:	7.5" wide by 10" high
1/2 page:	7.5" wide by 4-3/4" high
1/4 page:	7.5" wide by 2-3/8" high
1/8 page:	2-1/8" wide by 4-3/4" high
Back Cover:	8" by 7"

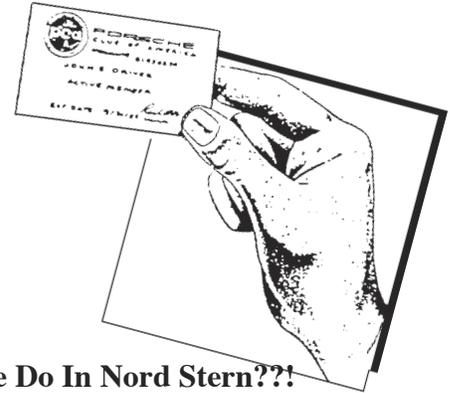
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# Welcome

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*Welcome . . .*

**New Members** (and returning members!)  
We hope to see you at upcoming events!



**Sigurd Finks**

Bloomington MN  
1995 993

**Bruce Halliday**

Edina MN  
2004 Cayenne

**Daniel Johnson**

Maple Grove MN  
2003 996 and 1977 911S

**Holly Krueger**

Minneapolis MN  
1968 912

**Daniel & Karin Muldowney**

Eden Prairie MN  
1974 914-6

**Loren Stiles**

Burnsville MN  
944T 1989

**Kenneth M. Wolf**

Roberts WI  
1985 944

**So, Just What Do We Do In Nord Stern??!**

A *brief* synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!!

**Autocross:** A low-speed driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

**Concours:** A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity.

**Driver Training:** A driving course designed to teach and enhance high speed driving skill and technique on an actual racecourse. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions.

**Driver Education:** High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms, Road America) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

**Time Trials:** On course timed lap with controlled starts and exiting.

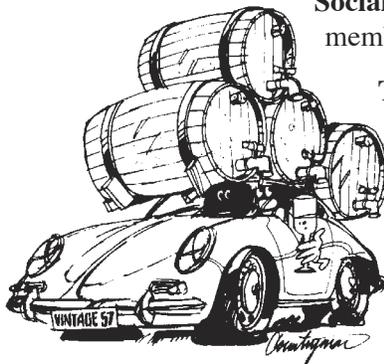
**PCA Club Racing:** Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

**Rally:** An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

**Social:** Organized gatherings of club members, affiliates and family member to meet, eat and drink beverages! See our motto on page 1!

**Tech Session:** Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!

**ClubTalk/TechTalk:** E-mail listservs for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Get last minute breaking news on upcoming events and activities. See Nord Stern's website for directions on how to subscribe.



**W**ow..it is hard to believe , but January 2007 is already here. I hope that everyone had a Happy Holiday Season and a Merry Christmas.

As I take on the responsibility of your President for 2007 I want to personally thank our out-going President Rick LaVerdiere for his outstanding leadership and his dedication to the Nord Stern tradition of excellence. Rick now moves to The Board of Directors to join current members Chip Smith and Ron Smith.

As we peer into our crystal ball, the events planned for 2007 should be comprehensive as 2006. As your President, I am committed to providing our Nord Stern members with a variety of events that you can attend from social events to Club Racing

All of our standing committee chairs have been selected and they are busy making plans for 2007. For example, our Touring Committee Chairs Sarah DeLong and Mike Lancial are planning to have lunch in May at a Wisconsin eatery and a brewery tour in September. John and Suzanne Dixon will again arrange the Fall Color Tour. Concour events were well attended last year Our goal this year is to make the events even more successful with great participation from all sectors of our Club. For those members that participate in our DE events, in addition to our First Fling (April) and Last Fling (September) outings we will have a Fast Fling event in June. Add to the DE schedule their participation

with our Club Race event which is planned for August 3-5. Other committees have also established their dates..Autocross at Dakota County Technical Center; May 20<sup>th</sup> and September 9<sup>th</sup>. DE at Road America July 16-17. Again this year the Shop Relations committee will throughout the year announce several tech sessions including our annual swap meet. These sessions will give you the opportunity to learn how to further fine tune your car or give you ideas on how to make you car look better. Rally. Your opportunity to compete and have fun in an exciting manner. Checkout our monthly awarding newsletter for confirmation of dates and locations of these events

Please join us at our Holiday Party on January19 at the Interlachen Country Club in Edina. Our invited guest is Chris Economaki. Chris has a rich history in the automotive world of motorsports. Don't miss this opportunity to attend this event.

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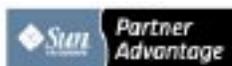
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## Nord Stern Newsletter

## Rookie of the Year

Nord Sterners, look for an extensive and wonderful article about a subject near and dear to all of our hearts....oil for our P Cars....in the December issue of Nord Stern, written by Luke Ibis. The editor informs me that Luke has promised regular articles. After reading this first (editor's note: actually this is Luke's SECOND article with his first focused batteries and appeared in the November issue. Since my significant other tends to 'see' the issue as it's put together he doesn't always get to the finished product!) article, I can't wait for the next.

Thanks, Luke.

Bruce Boeder

It could easily have been the Loud Mouth of the Year or Spammer of the Year, (or everyone's favorite) TRPM Expert of the Year Award, but I really appreciate the Rookie Driver of the Year Award. I'm totally flattered. And I really meant what I said. To my very pleasant surprise this is a club full of great people. You all have made this a thoroughly enjoyable year, and I can't wait for 2007 to keep driving with you!

By the way, I finally figured out that whole 8.9" tire thing... check my blog!!

Jack Pierce/2000 Boxster

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# JANUARY 2007 WINTER TECH SESSION SPONSORED BY AUTOEDGE & APEX SPG

## SATURDAY, JANUARY 13TH

## 10 AM TO 3 PM

10 - Noon

Part 1: Introduction to Driver Education 101++

Come hear from both Bob Viau and Jim Bryant on the ins and outs of how to get started with Driver Education and what's involved in DE event participation.

1:00 to 3:00

Part 2: Introduction to Club Racing 101++

Bob and Jim will discuss PCA's Club Racing program and answer all your questions!

Location: AutoEdge 900 Wildwood Rd., Mahtomedia, MN [www.auto-edge.com](http://www.auto-edge.com)

Thanks To AutoEdge and Apex for offering this event.

RSVP to Ron Johnson if you plan on attending:

e-mail at: [porsche freak@earthlink.net](mailto:porsche freak@earthlink.net) or 612-730-2351

# What Regions Need To Know About Copyright

by Roger Johnson

Copyright laws affect Regions in a number of ways, some quite obvious, but some less so. Copyright laws protect complicated things as computer programs, but also most simple things that are reduced to writing or display. Of course, copyright protects music, plays, movies, photographs, and other such works, including original art and cartoons.

Most of us are familiar with the basic notion of copyright. An author, songwriter, performer, photographer, or artist, has the fundamental right to what they have created. They own the rights to it and can use it as they see fit. Others can only use it with their permission, often in exchange for money. Someone else using it without their permission is an infringement on their copyright and subject to an injunction and possibly damages.

Regions regularly run afoul of someone's copyright when they find an interesting article, cartoon, or photo, on the internet or in another Region's newsletter and publish in their newsletter. Without the permission of the person who created the work, this is a clear infringement on the creator's copyright. You should get permission in writing from the rights owner before publishing someone else's work.

Key things to Regions need remember about copyrights:

1. They are in place automatically. The author needs to do nothing to establish a copyright. There is no requirement that the author place any legend on the work or register the work with the U.S. Copyright Office. The fact that a work does not state that it is copyrighted does not matter. When you write an article or shoot a photo for your newsletter or website, you own the rights to that work.

2. Copyrights belong to the creator, not the person who paid the creator. Unless, of course, there is a specific agreement to pass those rights to the person who pays for the work. A major exception is if an employee creates the work, the copyright in that work belongs to the person's employer. For the Region, this means that the work created by a member for the Region's use remains the property of the member. Because the author gave permission for one use does not mean you can use again without their approval.

3. Making copies is an infringement. Technically, copying pages out of a tech manual for distribution at a tech session is an infringement. Even if you copy only one page of a 300 page manual. It also does not matter that you may not be trying to sell the material.

4. Software programs are always subject to copyright protection. They are also licensed and the license will usually

say that the license is restricted to one computer or the number of computers it covers. If the Region has a license for a program for use on one computer, it cannot simply make a copy for use on another computer.

5. Material readily available on the Internet is usually copyrighted. One has to assume that the information is protected by copyright unless there is some express statement that you are free to use it. There are some things that are "in the public domain", but you need to be very certain of this fact before using the material without asking permission.

6. An exact copy is not required for a copyright to be infringed upon. One cannot copyright ideas, only the method of expressing those ideas. If the works (be they songs, computer programs, plays, or whatever) look like they are similar but have very substantial differences, there is probably no infringement. However, determining this may require a great deal of litigation.

*Continued on page 10*



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# Copyright . . .

*Continued from page 9*

7. Changing someone's protected work does not release their work from its copyright protection. For example, taking someone else's photograph of a group of people and cropping out all but the head of one person would require their permission for use.

8. Regions need to be careful in publishing the work of members without making certain the member created the work themselves. Ask before publishing a photograph or publishing an article if the member created it themselves. The Region will be responsible for publishing someone's protected work, not the person who submitted it.

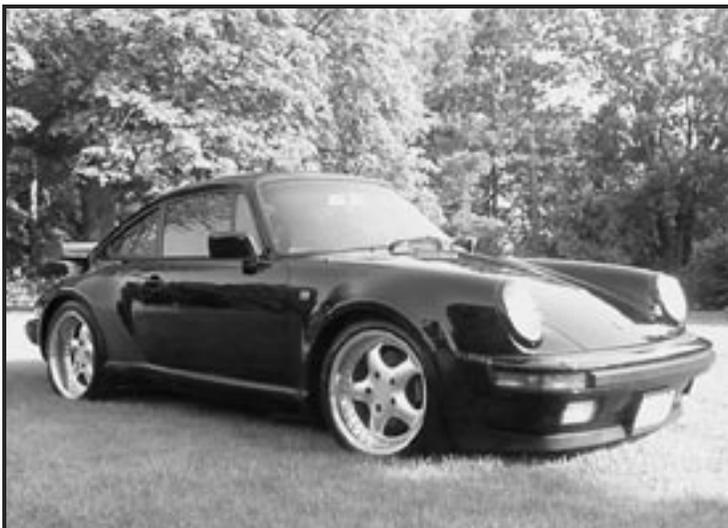
9. Regions need to be aware that their webmaster likely owns much of their website. If the webmaster created the look and feel of the site, the navigation, and whatever content, it belongs to them, unless the rights to it are expressly given to the Region. This means that if the Region has a falling out with their webmaster, they may have to take down their website until it can be recreated without the webmasters protected work.

10. Lastly, newsletter editors regularly share work from one Region's newsletter to another Region. Usually, this is done with permission of the newsletter editors and there usually is credit given to the newsletter that originally published the work. Unless that Region has expressly received the rights to that work from

the creator, the second Region is infringing on the rights of the creator. They should get permission to publish the work from the creator, not from someone who previously used it.

In conclusion, copyright law is both simple and complex. It's simple when you are talking about lifting a photo off the web for your own use without permission, but can get complicated when work is changed and re-purposed. Regions need to follow the basic tenant: if we didn't create it, we need the permission to use it from the person who did.

Editor's note: Roger wrote this article for the Regionfocus publication which National sends to all regions on a quarterly basis. A recent thread on Clubtalk prompted my interest in reprinting it here for our general readership. The thread on Clubtalk pertained to locating the website which had the Porsche PET Parts Program and PDFs of shop manuals 'free' to download. A lively discussion on copyright issues, intellectual property and the like occurred. Opinions varied among the participants, to say the least with good reason. Porsche has not made it easy or cost effective to acquire the manuals and as a company does enforce strict control over the use of their products, logo and actual design elements. As do many other companies - it is after, what they sell.



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Your Presence is Requested!

# Annual Winter Holiday Dinner

Friday, January 19, 2007

Featuring: Auto Racing Reporter Chris Economaki!

Interlachen Country Club

6200 Interlachen Blvd.

Edina, MN 55436

952 929-1661 - website: [www.interlachenccl.org](http://www.interlachenccl.org)



Social/Cash Bar 6:00 pm

Dinner 7:30 pm

Program 9:00 pm

Cost: \$50 per person

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Number attending @ \$50 each \_\_\_\_\_

Total remitted: \_\_\_\_\_

# A Whale of a Tale from the Monterey Weekend . . .

## August 18-20, 2006

Text and Photos by Mark Pladson

During Monterey Weekend there are events in and around the peninsula, that can keep the infected car enthusiast mesmerized for the entire weekend (with effects lasting well into the impending winter). I have been a regular at the Monterey Historic races since the late 80's and now look forward to an annual father-daughter weekend with Nicole, who shares my excitement for cars. This particular Monterey weekend was "extra special" as the IMSA Group 5 cars were on hand at the races and Ruf introduced the new RKcoupe' at the Quail Lodge. So begins this "Whale of a Tale" from Monterey.

Nicole and I provided pit crew for "Team Termite", a 1961 Morgan +4, driven by my good friend, Brian Howlett, from California.



**68 Porsche 907K - Beautiful Lines**

Porsche 356's and 2 Carrera Abarths. If you are wondering about the "Termite" part, Morgans have an ash frame to support the bodywork. This is a rather old technique but it is strong and light which makes for a very competitive car.

This was the first year that Toyota sponsored the Historic Races and they did a very nice job of hosting, from a fan perspective. There were a number of Toyota stations providing complementary ticket holders, ear plugs, sun tan lotion, water and cloth tote bag to carry it all in. The ear plugs were needed as Toyota brought their current F1 car for demonstrations laps. With our "crew" passes in hand we were able to get right down in to the action area and take a couple of pictures while the real crew did a quick tire change between laps. The test driver, Alonzo Zonta, was able to break the course record in front of the Saturday crowd. Two years ago Ferrari brought their year old F1 race car and was unable to break the course record. Kudos to Toyota for doing this up right. It is also interesting to note that Toyota recruited Porsche and Audi pilot Allan McNish for their F1 program.

Friday, while we were at the race track, there were two other significant car events in the area, the Ferrari Councoroso and the Motorsport Gathering at the Quail Lodge (QuailLodge.com). One of our racing traditions is dinner at the Baja Cantina which is right across the street from the Quail where Ruf was introducing

the new RK Coupe'. I had e-mailed Alois and Estonia Ruf indicating we were qualifying Friday but would try to stop by early evening and try to catch a look at the new car.



**'58 Ferrari - Things were simple then**

We arrived just in time to meet the Ruf crew in the parking lot and they invited us to join them later at Bernadus lodge. The Bernadus Winery and Lodge (Bernadus.com) was founded by Porsche Racing Legend, Ben Pon, and is a first class establishment and a fine winery. What a great place to have gathering and celebrate the introduction of the RKcoupe'. You could tell by the smile on Nicole's face this was a very special car, based on the Cayman. This was a collaborative project between Ruf and STUDIOTURINO in Italy and beautifully executed. The front end is more aggressive than the Cayman and leverages the GT styling of the front valance but the most striking is the side profile. You are quick to note how clean the lines are and the hints of the 904 are very strong.

"Would you like sit in it?" a voice asked.



**'49 Porsche 356 Gmund (Aluminum Body)**

"I would love to."

Okay, now the clean lines are a little too clean because there is NO door handle and it appears that we have been setup for a bit of humor. There is a button under the mirror to release the door, quite clever and unexpected. Unexpected as well, is the rear hatchback window that hints of the 904. Alois confirms this

is no accident. The RKcoupe' shares the low air intake with the original Boxster prototype and the R Spyder. This really cleans up the lines and the air exit in the lower rear valance is quite striking. The heart of the RK Coupe' is the 3.8 Ruf Kompressor engine making 440 HP good enough for 4.3 Zero to 60 and a top speed of 190 MPH.

Alois Ruf addressed the group talking about the collaboration between Ruf and STUDIOTURINO which has now produced two striking sports cars the R Spyder and now the RKCoupe'. Alois mentioned the collaboration between Ferry Porsche and Italin Dusio on the Cisitalia, who was also from Turin. (You can read more about that collaboration in Excellence was Expected by Karl Ludvigsen Chapter 2). The picture shows the Ruf family --Estonia, Elise and Alois with STUDIOTURINO Alfredo Stola and Maria Paola Stola, who were key people in developing the style of the car with Aldo Brovarone. When we were we saying our good bye's, Estonia and Alois graciously offered us the opportunity to test drive R Spyder on Saturday. Well, that was an offer just too good to pass up.

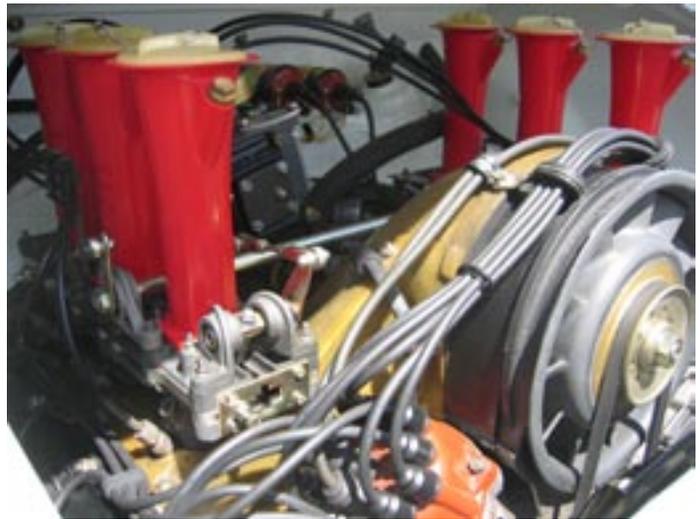
Saturday was the traditional breakfast at Katie's in Carmel for Team Termite. Followed by window shopping the exclusive



boutiques and galleries. There were lots of car people around for the Pebble Beach Concours with exotic cars everywhere. We broke away and connected

up with the Ruf's back at the Quail. The R Spyder is Estonia's personal car done in Tangerine with gray accents in the rear. The noonday sun hits the Tangerine and literally explodes this vibrant color. We pause for a family photo and I again inquire about when we need to have the car back. Estonia and Alois reply, "Take it for the afternoon; it's a perfect day for you and Nicole to enjoy the car. " We set off for the wine country to enjoy what appeared to the be perfect car for this perfect day.

The R Spyder was the first collaborative effort between Ruf and STUDIOTURINO in 2005 and it looked fabulous. The engine air inlets are moved down to the lower body panels, the door handles removed and the window glass is cut raked downward for a classic roadster look. Each rear fender has a color accent reminiscent of the 550 Spyder. The front has a Ruf lower valance and a distinctive fuel filler cap in the front hood which does a nice job of breaking up the large surface hood area. The rear of the car looks very aggressive with large air outlet in the rear valance. Two D-shaped exhaust pipes in the center of the car sound absolutely magnificent. It is clear that great effort was made to get the sound right. Run through the gears and the 3.8 Liter engine feels good.



**'75 Porsche 3.0 RSR Engine Detail – Love those Stacks!**

Just the right amount of mechanical sounds directly behind you and that marvelous flat six sound ringing through the country side. The engine really feels very healthy with 355 HP on tap and right for the day. Good low end power with a little throaty rasp that makes you want to run through the gears again and again. We headed up into the wine country to explore the back roads and enjoy the drive. It did not take long to firmly bond with this car. The interior is well thought out with gray stitching on the tangerine leather and tangerine stitching on the gray. The Ruf's were quite right, it's the perfect car for a wine country back road drive. Right in the middle of nowhere we happened across a Bugatti Veyron pulled to the side of the road. They looked to be looking for a strategic piece of open road to unleash those thousand horses under the bonnet. When we motored by and they were looking at us, cool stuff this R Spyder. We wandered through the wine country and ended up down in Carmel. This was our chance to check out the head-turning power of this special car. We headed down the hill into town, I blipped the throttle slightly just to announce our arrival. As we slowly headed through the afternoon traffic I was not prepared for the attention drawn to this car. People were pointing grabbing their cameras or cell phone cameras and taking pictures like the red carpet at the Oscars. I have never seen such a commotion over a car, especially in a place where Ferrari, Lamborghini and other exotics seem common place. This cars stands out in the crowd. I really wanted to cruise main street for an hour and bask in the attention but thought it best to return this Tangerine Jewel to it's rightful owner. There are a more than a few companies doing modifications to Porsche but only Ruf can pull the whole package together for a exceptional driving experience and killer looks from STUDIOTORINO.

We returned to Monterey Historic's to catch the last couple of races of the day. The Trans AM group put on a great show with numerous lead changes per laps, just like the old days. It did not really matter what your pony car of choice was as it probably had the lead at sometime in the race! We tucked the Morgan in for the night and headed down to fisherman's wharf for dinner. We informed Team Termite of our adventures over dinner and then

*Continued on page 14*

# Monterey Weekend . . .

*Continued from page 13*

casually strolled through the RM action area. There were lots of very nice cars trading hands in the evening and fun to watch the workers fetch the cars for their turn at the auctioneer's gavel.

Sunday was race day and practice went well for us with just a few minor adjustments to be made before the race. Brian finished 6<sup>th</sup> in group 4B, behind 3 Ferrari 250, 2 Aston Martin and a Corvette. The last race of the weekend was the IMSA cars



that I have been waiting for all weekend. The grid was filled with Porsche, there were the naturally aspirated RS and RSRS with the monster 934 and 935's with their huge tail bodywork. It was a feast for both the eye and ear and they took to the track. Now in the middle of the pack of Porsche there are a couple of BMW's and two Chevy Monza. As the race started, the Monza came to life quickly and started moving through that pack. Outrageous, how can this be? My favorite car is being humbled by a Vega based Monza monster! (OK, so I really had a Vega Woody GT back the 70's, but this is not supposed to happen.) One by one the mighty 935 were conquered by the two Monza's who were running very strong. Then by some stroke of brilliance it appeared that Bruce Canapa (from Canapa Design who federalizes 959) managed to move from last place on the grid into the top four. Bruce managed to get by both of the Monzas to finish first, making for a very exiting race. We went up to the new Red Bull center for the post race awards. The awards had a very interesting tradition of swapping hats with each award given. The Toyota F1 team was up first and contributed 7 F1 hats to the pool. They turned out to be quite desirable and changed hands many times during the award presentations.

So that's it, our whale of a tale from Monterey! It was a great father daughter weekend. If you have not been there since 1999 when Porsche was the featured mark, please consider it for next year. There is plenty to see and do. You may even be able to catch a view of real whale tail in Monterey Bay!

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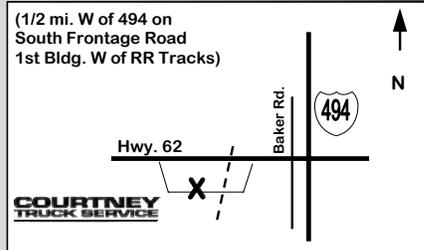


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Left: 935K  
BBS Wheel  
Detail  
Right: 935  
Aerodynamic  
Detail with  
Flare



Right: 935  
BBS Wheel  
Detail  
Left IMSA  
Are there  
really no two  
tails alike?



Left IMSA  
RSR and 934  
Right:  
Alonzo starts  
his record  
breaking  
run – That's  
why Toyota  
supplied ear  
plugs!



Right: Ruf  
'RK Coupe' in  
the spot light  
with Nicole  
Pladson  
Left: Ruf RK  
Spyder with  
Alois, Estonia  
and Elise Ruf  
with Mark  
and Nicole  
Pladson



# 2006 Kalender . . . Check Here for New and Added Events!

---

## January

- 9 Nord Stern Business Meeting**  
 2nd Tuesday of the month  
 Social: 6:30 pm; Meeting 7-9 pm  
 Location: Axel's Restaurant in Roseville  
 Eventmaster: Cal Townsend 952 431-4442  
 tw820@aol.com
- 13 Winter Tech Session**  
 Saturday, 10 am to 3:00 pm  
 AutoEdge, 900 Wildwood Rd. Mahtomedia, MN  
 Eventmaster:; Ron Johnson porschebreat@earthlink.net  
 or 612-730-2351, See Page 8 for details
- 18 Third Thursday Social**  
 Clubhouse Jager  
 10th Ave N. and Washington/Minneapolis  
 Questions: Phil Hancock, phancock356@hotmail.com

## February

- 13 Nord Stern Business Meeting**  
 2nd Tuesday of the month  
 Social: 6:30 pm; Meeting 7-9 pm  
 Location: Axel's Restaurant in Roseville  
 Eventmaster: Cal Townsend 952 431-4442  
 tw820@aol.com
- 15 Third Thursday Social**  
 Clubhouse Jager  
 10th Ave N. and Washington/Minneapolis  
 Questions: Phil Hancock, phancock356@hotmail.com

## March

- 13 Nord Stern Business Meeting**  
 2nd Tuesday of the month  
 Social: 6:30 pm; Meeting 7-9 pm  
 Location: Axel's Restaurant in Roseville  
 Eventmaster: Cal Townsend 952 431-4442  
 tw820@aol.com
- 15 Third Thursday Social**  
 Clubhouse Jager  
 10th Ave N. and Washington/Minneapolis  
 Questions: Phil Hancock, phancock356@hotmail.com

## April

- 10 Nord Stern Business Meeting**  
 2nd Tuesday of the month  
 Social: 6:30 pm; Meeting 7-9 pm  
 Location: Axel's Restaurant in Roseville  
 Eventmaster: Cal Townsend 952 431-4442  
 tw820@aol.com

- 2007 19 Third Thursday Social**  
 Clubhouse Jager  
 10th Ave N. and Washington/Minneapolis  
 Questions: Phil Hancock, phancock356@hotmail.com
- 27 First Fling Driver Training**  
 Brainerd International Raceway  
 Eventmaster: Jon Beatty 952 449-0187 or  
 jon@minnetonkasoftware.com
- 28-29 First Fling Driver Education**  
 Brainerd International Raceway  
 Eventmaster: TBA  
 Questions? - Driver Ed Chair: Andy Busche  
 612 824-3547 or: andrew.busche@watsonwyatt.com

## May

- 12 Spring Drive and Lunch Tour**  
 Location: TBA  
 Eventmasters: Mike Lancial, thelancials@msn.com and  
 Sarah DeLong, sdelong@ald-mpls.com
- 20 Nord Stern Autocross  
 Dakota County  
 Co-host w/COM - Details TBA**

## June

- 8 First Fling Track Day - Format TBA**  
 Brainerd International Raceway
- 9-10 First Fling Driver Education**  
 Brainerd International Raceway  
 Eventmaster: TBA  
 Questions? - Driver Ed Chair: Andy Busche  
 612 824-3547 or: andrew.busche@watsonwyatt.com

## August

- 3-5 Nord Stern Club Race and DE**  
 Brainerd International Raceway  
 Club Race Eventmaster: Roger Johnson  
 DE Eventmaster: Andy Busche 612 824-3547 or e-mail:  
 andrew.busche@watsonwyatt.com

## July

- 16-17 Road America Driver Ed\*\* Note Date Change!**  
 Monday and Tuesday  
 Elkhart Lake, WI - Eventmaster: TBA  
 Contact Dave Anderson;; dave@anderson.com

**\*\* Note Date Change**

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### September

2007

- 9 Nord Stern Autocross**  
Dakota County  
Co-host w/COM - Details TBA
- 21-23 Annual North Shore Fall Color Tour**  
1-800-BlueFin for Room Reservations under NS  
Eventmaster: John Dixon, eyerack@tcq.net
- 28 First Fling Driver Training**  
Brainerd International Raceway  
Eventmaster: Jon Beatty 952 449-0187 or  
jon@minnetonkasoftware.com
- 29-30 First Fling Driver Education**  
Brainerd International Raceway  
Eventmaster: TBA  
Questions? - Driver Ed Chair: Andy Busche  
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experience : air cooled 911 and 356 specialist

# Trivial Pursuit . . . Early Racing

by Richard Tanler

The first ever, competitive sport was undoubtedly a race, on foot. Through the centuries that followed, races involved chariots, boats, bikes, horses and cars. We will race almost anything that moves.

It is likely that your first competitive experience started with the simple challenge, “*you wanna race?*” Details of that ensuing race were quickly worked out amongst the competitors with a line drawn in the dirt to define the start. Racing is the essence of competition defined by a single rule; the winner is the first to finish.

Various stick and ball sports have evolved into team sports. Yet, a race remains the best test of the individual. While the most basic form of racing, the foot race, is pure simplicity; racing becomes a different challenge when it involves a form of transportation. Horse racing, yacht racing and of course automobile racing have been pursued for decades by the very wealthy, as well as the rest of us.

Take for example the family of Cornelius Vanderbilt. Cornelius built his financial empire from shipping and railroads in the 1800’s and became one of the wealthiest individuals in America. His great-grandson Harold Stirling Vanderbilt won the Americas Cup, the most coveted trophy in yacht racing, three times. Harold’s brother “Willie K” was the promoter of the Vanderbilt Cup, an automobile race first held in 1904. Vanderbilt put up a large cash prize as well as the trophy. The inaugural race was staged on Long Island, New York and run a 30.24 mile dirt road course.

Seventeen motorcars, including vehicles and drivers from Europe, competed for the Cup. The partisan crowd hoped that an American car would defeat the Europeans; a theme in automobile racing that has changed little in the hundred years since this race.

Disappointing for the Americans, George Heath won the race in a French Panhard. In fact, another French automobile, a Darracq won the Cup in the following two annual events. It wasn’t until the race in 1908 that an American manufactured car and an American driver would win the Cup. The winning car was a Locomobile (Editors’ Note: for more information about this wonderfully named car visit the following websites: <http://www.ddavid.com/formula1/loco.htm> or Wikipedia at <http://en.wikipedia.org/wiki/Locomobile>). The race was last held on Long Island in 1910 and in that year Louis Chevrolet participated.

In 1911 the Vanderbilt cup race moved to Savannah, Georgia, then to Milwaukee, Wisconsin, moving on to California before the event was canceled in 1917 due to World War I.

The Vanderbilt Cup race held again in 1936 when William Kissam Vanderbilt nephew, George Washington Vanderbilt, picked up the cause. The race was back on Long Island, New York. It was a 300-mile race at Roosevelt Raceway. Once again substantial prize

money enticed Scuderia Ferrari to entered three Alfa Romeo race cars. With little American competition, the race was abandoned after 1937.

In recognition of William K. Vanderbilt’s place in automotive racing history, a copy of the original cup was created as the trophy for the CART U.S. 500 race

in 1996. Jimmy Vassar won that race. In 2000 CART designated the Vanderbilt Cup as its series championship trophy.

The original Cup was cast of sterling silver and bears the image of William K. Vanderbilt driving his Mercedes. The trophy is on display at the Smithsonian Institution.

*We will race almost anything that moves.*



Happy New Year!

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# Out and About at '06 Last Fling at BIR

*photos by Candace Saber*



# Nord Stern is How Old??

Believe it or not - the Answer is 50  
in the year 2009

Yes, Nord Stern celebrates it's 50<sup>th</sup> year in 2009  
And the club is starting to plan . . .

The newsletter will be looking for old photos, old newsletters  
in a quest to find those fun and interesting

*People - Places - Programs*

which helped make this organization what it is today . . .

Looking for: 1960s and 1970s newsletters  
(We have newsletters from 1985 til the present and 1972)

Memories  
Momentos

The Year '08 Each *Nord Stern* Will Feature 'The Way it Was'  
So dust off those memories . . .

Contact Editor Christie Boeder ([editor@nordstern.org](mailto:editor@nordstern.org))

# A Book Report . . . Porsche Rennsport by Jeffrey Zwart



by Ron Faust

Everybody collects something. Is there anybody reading this that doesn't have at least one book about Porsches on her or his shelf? The pictures, the historical information, the stories of how great cars were built, the dreams, the fantasy. It soon becomes obvious that any attempt to collect **all** Porsche books would entail a commitment to founding your own public library, but we like to get the **good** ones. Then we thumb through the pictures and onto the shelf they go. Sooner or later the guilt develops when we realize we never did more than look at the pictures; how much have we spent on that small collection of books that could have gone to better purposes (i.e. tires and parts). Maybe we're just visual types. Our lifestyles don't give us time to read all that stuff, but the images are worth the price by themselves.

**Porsche Rennsport** by Jeff Zwart might be the solution to guilt over our unread book collections. How about a Porsche book without words? It's the perfect solution to the want 'em but don't have time to read 'em Porsche library.

The book is a collection of photos taken by photographer/racer Zwart at the 2004 Rennsport Reunion. Presented in lavish slipcase format are photos of 128 of Porsche's most beautiful racecars built over the past 57 years. This is not another book on the history of Porsche racing, as no history is presented. The reader doesn't have to take time away from lusting over the beauty of the cars to read their history, as there is no history anywhere nearby.

The format is 39 cm wide and 26 cm high. Many of the photos are centerfold presentations, printed across left and right pages, 73 by 23 cm (that's a whopping 28 ½

inch wide print)! Each is accompanied by a small box such as:

Chassis 917-022  
Model: 917K  
Year built: 1970  
Cylinders: 12  
Displacement: 4500

And that's all you can (have to) read. Or you can go dig it up in those other books on your shelf.

The organization of the book is all by decades with a one-page quote from a fabled racer from each decade telling us what it was like back then. Derek Bell had three sentences on the Porsche curves at LeMans in the '80s. Anyone can read one three sentences before checking out the next photo.

**Porsche Rennsport: The Definite Photographic Record of the Racing Sports Cars of Porsche: 1949-2004.** Photography by Jeffrey R. Zwart. David Bull Publishing. 192 pages:2006. Mark Biljoin at Carousel can get it for you.

Photo above, centerspread of the book and photo below for perspective! Both photos by Ron Faust.



# Did You Know? . . .

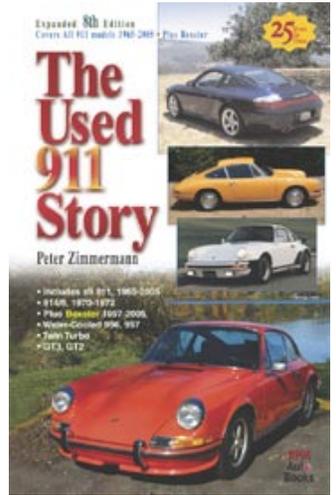
Our very own Jill Daneu was featured in the November IABC-MN's Volunteer Spotlight. IABC is the International Association of Business Communicators. Founded in 1970, The International Association of Business Communicators provides a professional network of more than 13,000 business communication professionals in over 60 countries. You can see her profile at [http://www.iabcmn.com/news/nvcurrent/news\\_1106\\_11.cfm](http://www.iabcmn.com/news/nvcurrent/news_1106_11.cfm). We mention it as Jill includes her Nord Stern involvement. Congratulations, Jill!

And it's a Nord Stern 911 which is featured on the cover of a recently published book called 'The Used 911 Story' by

Peter Zimmerman and is the 8th expanded edition with 200 pages and over 200 photos.

Published by Gordon Maltby of RPM Auto Books in Stillwater, is also the 356 Registry editor.

Owned by Phil Saari, the 1972 911T sunroof coupe, orange, has won its class in the last two Nord Stern concours - it is in as new a condition as can be without ever having been restored. Judges consider it 'remarkable.' Truly a car for the purist! Phil has been a Nord Stern member since 1976 and is also active with the 356 Registry.



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# Tech Quiz . . .

compiled by Skip Carter & Greg Philips of Grand Prix Region PCA, Long Beach , CA from Parade Tech Quizzes

## 914 AND 914/6 QUESTIONS

1. The 914 body was built by:

- a. Reutter
- b. Karmann
- c. Fischer
- d. None of the above

Excellence Was Expected, Vol. 2, page 485

2. Which item was not a styling strong point of the 914:

- a. High, deeply curved windshield
- b. Lift-off roof
- c. Rear wing
- d. Recessed door handle

Excellence, Vol. 2, page 488

3. The front suspension of the 914 came from which model?

- a. 356
- b. 904
- c. 550 Spyder
- d. 911

Excellence, Vol. 2, page 490

4. The roof panel for the 914 stowed high in its rear trunk to leave room beneath for luggage.

True or False

Excellence, Vol. 2, page 489

5. Five studs retaining each wheel denoted that a 914 was a:

- a. 914 2.0-liter
- b. 914/6
- c. 914S
- d. None of the above

Excellence, Vol. 2, page 491

6. Mahle produced optional wheels for the 914/6 that were die-cast of magnesium and weighed how much less than the

standard steel wheel?

- a. One third less
- b. Two thirds less
- c. Half less
- d. 10% less

Excellence, Vol. 2, page 492

7. Features of the 914's VW-made engine were:

- a. Four cams and sixteen valves
- b. Variable valve timing
- c. Electronically controlled cooling fans
- d. Compact cooling-air ducting and fuel injection

Excl, Vol. 2, page 493

8. Porsche and VW established sales and spare-parts facilities for their joint sports car program at Ludwigsburg, north of Stuttgart.

True or False

Excellence, Vol. 2, page 499

9. Bodies for the 914/6 were made by Karmann and trucked to \_\_\_\_\_ for assembly.

- a. BMW
- b. Zuffenhausen
- c. Valmet
- d. None of the above

Excellence, Vol. 2, page 500

10. How was the engine-transmission assembly installed in the 914/6 at Porsche?

- a. Lowered into car from the top
- b. Placed from the rear before completing that section of the car
- c. Lifted up from below the car
- d. None of the above

Excellence, Vol. 2, page 500

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1. b  
2. c  
3. d  
4. T  
5. b  
6. c  
7. d  
8. T  
9. b  
10. c

# For Sale . . .

*Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 7<sup>th</sup> of the month prior to publication date: editor@nordstern.org*

## 1968 Porsche 912swb

4 cylinder 4 speed, 125k miles. The car runs and drives fine. It is a nice original looking car with ivory exterior and red interior. The car has new Bilstein shocks; also the brake calipers were rebuilt with new pads installed. The car has some rust in the floor pan, but jack receivers, rockers and battery box are fine. This is a fun little car as is or it would make a great vintage racer. \$6,000 jimwiggins@yahoo.com for pics or call 507-289-7580.



## 4 Porsche 996 Snow Tires

Mounted on 17" Turbo Rims - \$750. This is a full set of 4 snow tires mounted on 17-inch turbo rims. Tires are Dunlop SP Sport. Only used 1 season. Excellent condition. Gunnar Johnson. e-mail stealthturbo93@lycos.com or 612-803-3253.

## Michelin Pilot Sport 18"

2 Front Tires - \$200. Used only one season, 8/32 tread left. Excellent condition. Gunnar Johnson, e-mail: stealthturbo93@lycos.com or 612-803-3253.

## August 1989 Porsche 911 Carrera Coupe

3.2 1/6 cyl./215 HP/5-speed manual, all power extras, tail, electric sun roof, A/C, Hi-Fi sound system and CD. Special Silver Anniversary (25th) Edition and Alloy Wheels, decent Dunlop SP tires, 79,680 original miles, silver metallic color, spotless grey inside, full grey leather seats, not driven winters (I had a winter car), garage kept, no accident car is in excellent condition, exterior and interior, no scratches, no nicks, no dents, one of the



nicest you will ever find all records, service history available, clean CARFAX Vehicle History Report, brand new drive belts, new steering column bearing, recently new glass in both headlights after a rock had chipped one glass, VIN# WPOAB0917KS120797. The car is also listed in carsoup.com with another photo.

All service work done by Huber's Imported Car Service and Carousel Porsche.

Asking price: \$ 28,000. Wolfgang Ebert 763 545-5945 or Guido Ebert at 612 251-5673.

## 18" Wheels & Tires

18" turbo wheels (aka hollow-spoke or technology wheels) with 225/40 and 265/35 Michelin Pilot Sport tires. Wheels, from concour-winning 993, are lighter and stronger than most wheels. Original equipment Porsche tires have, respectively, 8/32s and 6/32s of original 10/32s of tread remaining. Will fit most Porsches '89 and newer, and some older. \$1500. Call or email Ron Lewis 952 932-0505; lewis\_re@earthlink.net

## BLUE BIRD

### 1974 911 RSR Replica coupe

VIN WPOAA0911BS120071 Sunoco Blue with Silver Carrera graphics. 3.0 SC motor. Built on a 1981 SC chassis. 122,574 miles (no leaks), excellent oil pressure, even at idle.

Exterior:

Carbon fiber parts: hood, rear bumper, IROC whale tail...All other body panels in fiberglass from GT Racing, with the exception of the doors and roof...all painted Sonoco blue with tasteful amounts of carbon fiber showing. H4 Headlights. Side skirts. Finished with silver Carrera graphics and Clear Bra.



Interior:

Also in carbon fiber: dash, radio blank, door window sills, and inside door panels. Door panels have billet aluminum handcrafted door handles. Air conditioning, sun roof, electric mirrors and windows. Blue/black RSR type interior with blue/black Sparco seats with matching blue Simpson cam loc seat belts (drivers side) and blue Simpson regular seat belts (passenger side). New blue headliner. Original weight 2900 lbs, now 2520 lbs.

Wheels:

9" & 11" Fuchs wheels with 245 x 40 x 17 front and 275 x 40 x 17 Bridgestone Potenza rears. Sonoco blue powder painted Titanium lug nuts. A fine example of an RSR with all the comforts. \$27,900.

Hank Godfredson 719-592-0032

## Rims For Sale

Mega Mellia Cup 3 - 4 total

2x - 10J 18

2x - 8.5J 18

fits 944, 944 turbo, 944 turbo S & 944 S2, used, great shape

\$300 obo. Contact: Tom Rempfer

612-751-3221 (Mpls)

## Technology and Business:

The sixth generation of the Porsche 911 (997) has many technical advances not obvious to the casual observer. The Borg-Warner turbochargers feature variable pitch turbine blades, and the traction control has been 'tweaked'. Horsepower is up 14% and torque is up 11%. The optional "Sports-Chrono package allows another 10% increase in torque for 10 seconds. The geometry of the turbine's blades can change from open to closed in 100ms due to steeper motor actuation. Conventional pneumatic operation takes 300ms. Temperatures in the turbo housing approach 1000° C (1830°F) which is "white hot". Maximum turbine speed is 180,000 rpm. The Tiptronic automatic transmission is now slightly QUICKER from 0-62mph & 50-75mph. The all-wheel drive system has been improved in part by use of an electronically controlled multiplate electromagnetic clutch. This allows power to be transmitted to the front axle almost instantaneously. It is operated by a control unit that analyzes engine torque, steering angle, wheel rotation speed(s) as well as vehicle dynamics such as over/under steer to deliver optimum front/rear power distribution, including 100% to the front wheels. The new car is 5kg (11#) lighter than the previous one. Aerodynamics have been improved in spite of the larger tire sections and increased air flow required for cooling. The Cd is now 0.31, a 4.8% reduction from the 996 model. In 1977 the Cd was 0.38. A patented split rear wing now provides a venturi effect. The lower section of the wing is fixed. The upper section extends at 75mph and retracts at 37mph. Actual wing area is 23% larger than the 996's, resulting in triple the aerodynamically effective area. Downforce is 61 lb at 193mph. The underfloor cover is 93% larger (33 ft<sup>2</sup>). All major components have some type of controlled ventilation. An NACA duct is used in the underfloor for the rear brakes in conjunction with suspension mounted spoilers. Airflow through the intercooler is rated at 42 ft<sup>3</sup>/second.

As a natural partner to car manufacturers and motor racing teams, the world's oil companies are well-represented in the sport. At the moment Ferrari enjoys the support of Shell, McLaren has Mobil, Toyota has Exxon, Renault has Elf, Honda has a relationship with the Nippon Oil Corporation through its Eneos brand, BMW has a relationship with Malaysia's Petronas, Williams is partnered by Petrobras and by Castrol, a division of BP.

At the start of 2006 Spyker Cars was trading on the Euronext Amsterdam exchange at a price of \$12 a share. Today the shares are valued at \$25 and the trend has been an upward drift since the announcement that the company had acquired the Midland F1 team in September. The latest quarterly results reflect the new optimism and enthusiasm at the company, which paid \$106.6m to buy the team, issuing new shares worth \$67m.

The company has orders for 305 cars and expects to be able to announce at the end of the year that it has doubled its production this year to 100 cars. The company says that it expects to be profitable this year, despite the purchase of the F1 team. The company has opened three new showrooms in Europe and has appointed new dealers in Thailand, Texas, Chicago and Miami.

The next step will be to improve on-track performance so as to increase interest in the cars and increase sales.

## Trivia:

- ♦ "Cars are an extension of your DNA. You have got to fall in love with your car — it may be bigger or it may be smaller. But you can't be prescriptive, otherwise we would all be driving a Trabant." - Chris McGowan, chief executive of the UK's Society of Motor Manufacturers and Traders.
- ♦ Also in the UK, the Ford Ka (not sold in the US) is 10 years old this year but costs less than when it launched in 1996. Henry would be proud.
- ♦ Renault and PSA Peugeot Citroen are suffering from falling sales and this is creating worries for the companies and for France. This is now getting to the point at which Prime Minister Dominique de Villepin has had talks with Renault and PSA Peugeot Citroen bosses in preparation for a new plan to help the companies involved and their suppliers. De Villepin had a meeting also with 10 automotive suppliers. With European laws being as they are, direct assistance is going to cause trouble but the government could use schemes such as the "Prime Balladur" in the 1990s when the French government paid car owners to trade in cars that were more than eight years old and replace them with new models. This improved the environment, made the cars safer and sold more cars. There are also possible tax incentives on different fuels - notably biodiesel - which could boost sales.

## Anniversaries:

- ♦ **1953** – January, 16. The Chevrolet Corvette was introduced as a show car at NY's Waldorf-Astoria Hotel. The car became an American classic almost instantly. Its sporty fiberglass body didn't look like anything else on the road. Altho some car buffs criticized the sports car for being underpowered, that didn't stop Corvettes from speeding off the showroom floors.
- ♦ **1957** - Jan 13 Argentine GP, Buenos Aires – the 57<sup>th</sup> race of the "Modern F-1 era. As usual the first race of the new season was an event on its own. The cars were much the same as they had been but there had been a few changes in the driver lineup. Juan-Manuel Fangio had left Ferrari and moved to rival firm Maserati. Mike Hawthorne returned to Ferrari to partner Peter Collins and Eugenio Castellotti. The race in Argentina was a



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straight fight between the two Italian teams with Stirling Moss doing one more race for Maserati before he moved to Vanwall. He was fastest in qualifying, beating Fangio and Jean Behra with Castellotti the only Lancia-Ferrari on the front row. There were three of the cars on second row with Collins, Luigi Musso and Hawthorn side-by-side while the third row featured the Maseratis of Carlos Menditeguy, Harry Schell and two more Lancia-Ferraris for Froilan Gonzoles and Ceasare Perdisa. At the start of the race Behra took the lead from Fangio and Castellotti. Moss was taken by surprise and a juddering start damaged the throttle mechanism and he pitted at the end of the first lap. While Moss sat in the pits, Castellotti led but was then overtaken by Behra. Soon afterwards Collins worked his way to the front but within a few laps he was in trouble with his clutch and had to pit. This left Behra in the lead again but he was soon passed by Fangio. Castellotti had lost his third position after a spin so now Hawthorn was leading the charge although both he and Musso would retire after a while with clutch problems. Castellotti remained the only challenge to the Maseratis at the front but his race ended when a wheel fell off with 24 laps to go. It would be Castellotti's last Grand Prix. He was killed testing a Ferrari at Modena two months later. Menditeguy and Schell were promoted to third and fourth when Castellotti went out and so Maserati started the year with a 1-2-3-4 result.

- ♦ **1959** - January 29: On 1/22/1959, John Michael (Mike) Hawthorn, Britain's 1st World Champion Driver, was killed after losing control of his Jaguar while driving along the

A3 Guildford by-pass in southern England. To this day controversy surrounds the cause of his crash. The hand throttle he had fitted to the car stuck open - the car was fitted w/experimental Dunlop tires that were unsuitable for the wet conditions. Maybe in the end he was just going too fast & lost it. By chance he had come across an acquaintance just prior to the crash, the famous entrant of that time Rob Walker. Walker was driving a Mercedes-Benz 300SL, which must have been like a red rag to a bull for Mike, in those perhaps more patriotic times. Hawthorn had spent much of his racing life driving his beloved Jaguars against all types of foreign cars on the race tracks of the world. As he saw the car up ahead and recognized its driver, no doubt it was just another opportunity for his specially modified Jaguar to uphold British "honor" one more time. Hawthorn accelerated past the Mercedes and gave its driver a cheery wave. They were now doing over 100 MPH going slightly down-hill on what was a wet & narrow road. As the Jaguar entered a right hand bend, the rear end broke away & clipped the curb spinning it thru 180 degrees. It continued backwards for an instant before clipping a traffic island & then ended its journey sideways against a tree. Mike Hawthorn was found in the Jaguar's back seat, alive but dying. In the days that followed, thousands came to drive quietly past the spot where Hawthorn had died, hundreds of wreaths were laid to mark the spot where a racing legend's luck had finally run out.

*Continued on page 34*

**Crystal Ball:**

**2007** – The 12 hrs of Sebring will start later. In Aug. 2005, Congress passed an energy bill that included extending Daylight Saving Time by about a month. Beginning in 2007, DST will start the second Sunday of March and end on the first Sunday of November. The new starts and stop dates were set in the Energy Policy Act of 2005.

**2007:** March 11 - Nov. 4. It will NOT be dark at the F&C meeting for the Sebring 12 hrs.

**2007** - Mazda Raceway Laguna Seca signed a long term agreement with Nitty Gritty Kitty Litter. The agreement will see that the existing gravel traps located around the track will be filled with various products from the Nitty Gritty product line, all based upon the new technology litter. This litter will not clump when wet or break down, thanks to technology developed in the Nitty Gritty labs. When a car kicks up some litter onto the track, it will break down due to the force applied to it by the racing tires. Traction will not be lost at all. In fact it will be gained due to the unique properties that Nitty Gritty has developed. The litter is also good for clean up of fluids on the track. (Sounds PURR-fect to me)

**2009** – GM will ad a light duty V-8 diesel to it's engine mix. The new engine will be comparable in size to the current small block V-8 gas engine with a displacement of "between 3.0 and 6.0 L".

**2009** - GM plans initial Camaro production of about 100,000 units for North America when it bows in first-quarter 2009.

**2010** – GM will start low production of a Lithium-ion/fuel cell vehicle.

**2011** - A proposed rule from the National Highway Traffic Safety Administration would require Electronic Stability Control on all passenger vehicles. *See you at the races!*

*'Twas the night before Christmas And all through the house  
not a keyboard was stirring, no clicking of the mouse  
The probans were hung up or stuffed into bags  
Gathering dust til next season, along with the flags*

*The marshals were nestled all snug in their beds  
While visions of incidents danced in their heads  
The rescue unit pixies had hung up their hoods  
And all settled down for a long winter snooze*

*When out in the garden there arose such a clatter  
They sprang from their beds to see what was the matter  
Away to the window they ran like a flash  
Tore open the curtains to look at the crash*

*The moon on the breast of the new-fallen snow  
Reflected off the debris that was strewn out below  
Rolled over on the pavement well what should appear  
But an overturned sleigh and some panicked reindeer*

*The driver was stuck, shouting "get me out quick!"  
They knew in a moment it must be St. Nick  
The rescue call went out - and extinguishers in hand  
Marshals quickly arrived from every land*

*There were marshals from Britain, there were marshals from  
Spain  
There were marshals from Ireland - from around the world they  
came*

*There were doctors in red and rescue crews in green  
(The marshals in black could just barely be seen)*

*"oh free me" cried Santa "Oh free me I beg!  
I think one of the reindeer just peed on my leg"  
The Rescue Crews assessed and looked round and about  
"it's a spinal extraction - we're cutting him out!"*

*"oh no no" moaned Santa "you'll damage my sleigh  
I must deliver presents - just free me, I pray"  
"sorry santa" said Rescue "your safety comes first"  
And fired up the Holmatro whilst Santa just cursed*

*Ok here's the problem, the IOs all said  
We've got all of these children tucked up in their beds  
Secure in the knowledge that their presents will arrive  
And this \* "=&%#@\$ sleigh is just not fit to drive*

*Then one hefty marshal got a bright idea  
"we can take them ourselves - we have eight reindeer.  
we can ride them ourselves, with the pressies in a sack"  
And he promptly climbed up on poor Blitzen's back*

*When Rudolph saw this, he ran off at high speed  
A big dent in his back he really DID not need  
The Irish marshals gave chase as he charged up the hill  
(chasing deer is a little known Irish marshalling skill)*

*Well Rudolph was harnessed, as were Donner and Co.  
The marshals mounted up and were ready to go  
With toy sacks in hand, the starting flag unfurled  
And signalled their race to bring presents to the world*

*Meanwhile, poor old Santa had finally been extracted  
And was apologising for having overreacted  
The docs passed him fit, although he had a bruised butt  
"never mind" said the crew chief "here you are, have a donut"*

*The marshals were gathered, whispering in hushed tones  
When the quiet was broken by the ring of a phone  
"We've done it" they said "so give us three cheers -  
And tell the fat red guy to get in the beers"*

*After much bodging repair, Santa was off on his way  
With duct tape trailing from the dents in his sleigh  
The marshals went home and got back to their dreaming  
Carrying their last sight of Santa waving and beaming*

*When all had gone home, a faint jingling was heard  
It was Santa again - but he spoke not a word  
At each marshal home he dropped off a present  
"good weather for one day at your choice of event"*

*He sprang to his sleigh, to his team gave a whistle,  
And away they all flew like the down of a thistle.  
But you could hear him exclaim, ere he drove out of sight,*

**"HAPPY CHRISTMAS TO ALL, AND TO ALL A GOOD-NIGHT!"**

*Editor's Note: The above poem was really meant for December,  
of course, but I thought it was fun to print albeit a tad late, just  
for fun...*



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